

**DETERMINATION AND FINDINGS  
FOR A  
SOLE SOURCE PROCUREMENT**

<b>CONTRACT NO:</b> DCKA-2019-S-0064
<b>CAPTION:</b> Traffic Accidents Recording and Analysis System (TARAS)
<b>PROPOSED CONTRACTOR:</b> Precision Systems Inc. (PSI)
<b>PROGRAM AGENCY:</b> District Department of Transportation
<b>AUTHORIZATION:</b> D.C. Official Code §2-354.04, 27 DCMR 1304 and 1700, 1701, PPRA §404

**1. MINIMUM NEED:**

The District Department of Transportation (DDOT) has an ongoing need for a consultant engineering firm and software programming expertise to develop and maintain a Traffic Accident Recording and Analysis System (TARAS) crash software, database, as well as provide general support for traffic safety engineering analysis.

- Traffic engineering expertise with local knowledge to support data driven traffic safety analyses and design; and must have experience conducting studies and reports to support the Highway Safety Improvement Program (HSIP).
- Ten (10) or more years of experience working with the Metropolitan Police Department crash database, with thorough knowledge of the changes to data structure over the past decade and understanding of the District's standard PD 10 crash report form
- The programming capability to develop or provide an off-the-shelf software customized to the District's needs and required functional capabilities, as well as the sensitivity to the data structure differences and changes over the years, **with little or no downtime**

**2. ESTIMATED REASONABLE PRICE:**

\$80,000

**3. FACTS WHICH JUSTIFY SOLE SOURCE PROCUREMENT:**

- A. PSI has an intimate knowledge of the project. They understand the various limitations of the data, engineering and programming requirements of this project. Their familiarity with the project stems from the development of DDOT's first computer program (TARAS) in 1984 to enter and analyze traffic crash data from MPD.
- B. The PSI team has out and out knowledge of the changes to MPD Database, reporting process and procedures, and schema. MPD has updated their traffic crash data system several times over a 35-year period, and documentation on these changes are limited. Data analysis that is insensitive to these changes would yield inaccurate information not useful to inform traffic safety improvement efforts. PSI has worked closely with DDOT to successfully implement the following data structure changes over the past 10 years:

- a. In December 2008, MPD overhauled the PD-10 forms to record traffic crash data and began entering data directly into mobile devices instead of paper forms
  - b. In May 2012, MPD modified the data structure, changed the set of possible values for categorical data fields, and added tens of new data fields
  - c. In August 2015, MPD moved to a different application- COBALT RMS system which is comprised of both crime and traffic crash applications. In this process there were many schema level changes applied in the new database to store the traffic crashes which were more compliant to Model Minimum Uniform Crash Criteria (MMUCC).
- C. The PSI team has strong traffic engineering knowledge and offers 25 years' experience supporting DDOT traffic safety data analysis, studies, and engineering design. This engineering knowledge ensures completeness, timeliness, and accuracy of the data that often has reliability issues. For example, collision types and factors contributing to crashes are nuanced information; given time demands and the sheer number of MPD officers filing reports, these can be incomplete or inconsistent across the data set. PSI engineers can review reports and assure that the resulting analysis is consistent with traffic engineering judgment and needs.
- D. PSI also works with MPD on other projects; this solid working relationship provides the strong communication necessary to keep traffic safety efforts running smoothly.
- E. The TARAS software developed by PSI is proprietary and was developed specifically for the District. It is developed by civil engineers with traffic safety experience, knowledge of the nuanced crash data and DC local knowledge. It processes and refines data, utilizing PSI's experience working with MPD reports.
- F. PSI has demonstrated itself to be a responsible Contractor and has the resources and personnel to perform the required work in a manner satisfactory to the District. PSI has existing personnel and resources, including a software (TARAS2) currently in place, to continue the needed service.
- G. Following a competitive effort, it is not feasible that another contractor could create a new software that accounts for the limitation and evolution of the MPD data over two to three decades without high risk and a significant disadvantage with respect to recovery for errors and omissions, and without adding significant time and cost to the District.
- H. For the above stated reasons, no market survey was conducted.

#### **4. CERTIFICATION BY AGENCY HEAD:**

I hereby certify that the above findings are true, correct and complete.

\_\_\_\_\_  
Date

\_\_\_\_\_  
Jeffrey M. Marootian, Director  
District Department of Transportation

#### **5. CERTIFICATION BY CONTRACTING OFFICER:**

I have reviewed the above findings and certify that they are sufficient to justify the use of the sole source method of procurement under the cited authority. I certify that the notice of intent to award a sole source contract was published in accordance with 27 DCMR 1304 and that [no

response was received] [the response received was rejected because \_\_\_\_\_]. I recommend that the Chief Procurement Officer approve the use of the sole source procurement method for this proposed contract.

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Date

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Ana Rangel, Contracting Officer  
District Department of Transportation

### **DETERMINATION**

Based on the above findings and in accordance with the cited authority, I hereby determine that it is not feasible or practical to invoke the competitive solicitation process under either Section 402 or 403 of the District of Columbia Procurement Practices Reform Act of 2010 (D.C. Law 18-371; D.C. Official Code § 2-354.02 or 2-354.03). Accordingly, I determine that the District is justified in using the sole source method of procurement.

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Date

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George A. Schutter  
Chief Procurement Officer